



USS LST-784

Builder: Dravo Corporation, Pittsburgh, Pennsylvania

Commissioned: 1 September 1944

Decommissioned: Coast Guard crew removed on 29 March 1946 and replaced with an all-Navy crew.

Disposition: Unknown.

Length: 327' 9" oa

Beam: 50'

Draft: 1' 6" bow, 7' 5" stern (unloaded); 8' 2" bow, 14' 1" stern (loaded -- at sea); 3' 1" bow, 9' 6" (loaded -- beaching)

Displacement: 1,625 (light); 4,080 (w/ full load of 2,100 tons)

Propulsion: 2 x General Motors 12-567 diesels, twin shafts/rudders

Range: 24,000 nm @ 9 knots

Top Speed: 11.6 knots

Complement: 111

Troops: 163

Initial Armament: 7 x 40mm (single mount); 6 x 20 mm (single mount); 2 x .50-caliber mgs; 4 x .30-caliber mgs

Commanding Officers:

LT Daniel H. Miner: 1 September 1944 - 15 January 1946

LT K. L. Jackson: 15 January 1946 - 29 March 1946

History:

USS *LST-784*

LST Flotilla 29, Group 85, Division 169

The Coast Guard-manned USS *LST-784* was built by the Dravo Corporation at Neville Island, Pittsburgh, Pennsylvania, and launched on 5 July 1944. After proceeding down the Monongahela, Ohio and Mississippi Rivers to New Orleans she was commissioned on arrival on 1 September 1944, under the command of LT Daniel H. Miner, USCG, her first commanding officer. He continued to command the LST until 15 January 1946, when he was succeeded by LT K. L. Jackson, USCG. She departed on September 8th for Panama City, for shakedown exercises in St. Andrews Bay, Florida, until September 21st. After post shakedown availability at New Orleans she took on five sections of LCT and then proceeded to Theodore, Alabama, for cargo.

The *784* departed Theodore on 4 October 1944, loaded with ammunition and vehicles and arrived at Pearl Harbor on 18 November 1944, via the Canal Zone and San Diego, where she was unloaded. From December 14th to 23rd the LST was on maneuvers in the Hawaiian area. Then at Kewalo Basin she loaded 155mm howitzer ammunition and sailed for Hilo where on 6 January 1945, she took aboard 215 men and 14 officers of the 2nd 155MM Howitzer Battalion, Fleet Marine Force, Pacific, and one officer and 214 men of the 473rd Amphibious Truck Company, U. S. Army, together with howitzers, vehicles and supplies and departing January 22nd for the invasion of Iwo Jima. Early on the dark morning of 19 February 1945, having stopped at Eniwetok and Saipan, the crew, at general quarters, saw the roman candle display of star shells being dropped over Iwo Jima by the bombarding fighting ships.

At 0800 the *784* swung into position off the beach of the island. She stayed at general quarters all day, maneuvering to held position and to avoid the 20 or 37 MM projectiles detonating in the water in the tractor area and at night retired from the area with "Tractor Group Charlie" and avoided air attack by lying dead in the water when planes were nearbys so as to show no wake. On the 20th she moved into position 500 yards off Blue Beach and released five Army DUKWs. Though she waited most of the night they did not come back to the line of departure as planned, and it was later discovered that all had been hit or capsized in the heavy surf, though none of the drivers was killed. On the 21st the remaining three DUKWs were sent in with a Marine reconnaissance party as the CBs proceeded to launch off of the pontoon barges. In a strong off shore wind two of the barges, which refused to start, could be towed only by proceeding at 1/3 on one engine and all had to be serviced. By the time the *784* started back to the line of departure she was 22 miles off shore.

Two barges started under their own power but after parting cable after cable and fouling a wire in the starboard screw, the *784* managed to tow one of the

remaining barges to the line of departure and was forced to abandon the other. She arrived at the line of departure again on the 22nd. On the 23rd two boat loads of Marines were sent to the beach and that night, during an air raid, the 784 opened fire on planes only fleetingly seen. A seaman was wounded in the leg with shrapnel. Divers cleared the starboard screw on the 24th and the 784 beached on "Red One" Beach an air raid interrupting unloading that night. She was finally unloaded by 1630 on the 25th and on the 26th moored alongside USS *Cor Coroli* (KA-91) to take cargo to the beach, where slight damage resulted from the rolling sea. After unloading at the beach the 784 took on board office personnel, set up a post office on the tank deck and became Fleet Post Office IWO JIMA. This duty lasted until the 5th of March, 1945, with the ship moving out and maneuvering in the transport area each night, there being air raids on the 1st and 2nd of March.

On the 5th the 784 began to take more cargo from a transport to the beach. This was not discharged until the 10th, there being air raids on the 7th and 9th. On 15 March 1945, with seven officers and 117 men of Company B, Amphibious Reconnaissance Battalion, Fleet Marine Force, Pacific, aboard the 784, got underway for Saipan, arriving on the 18th. She unloaded and was drydocked until the 7th of April. Then on the 15th and 16th, with repairs still incomplete, she loaded cargo and six officers and 235 men of the 7th Naval Construction Battalion and completing repairs on the 19th, was underway on the 20th for Okinawa. Arriving on the 27th, cargo was unloaded by 2 May 1945. During the unloading air raids were numerous, with one plane flying directly overhead on the night of 27 April 1945 but being visible only after it was overhead, the 784 did not fire on it. The crew was at general quarters nine hours on the 28th and on the 29th there were three bomb hits 1/2 mile inshore on Okinawa abeam of the anchorage. One suicide craft, swimmer or guided torpedo managed to detonate a charge near the hull of an AK, 500 yards from the 784, but the AK did not sink. Departing from Okinawa on the 7th of May she returned to Saipan on the 13th.

Loading vehicles, gasoline, organizational gear and rations of the 2nd Marine Division on 23 May 1945, and embarking one officer and 18 men of the 2nd Marines she was underway on the 24th anchoring in Hagushi Anchorage, Okinawa on the 30th. On the 5th of June she departed for the invasion of Iheya Shima, arriving at dawn on the morning of the 6th to complete unloading of Amtracks and LCMs at 1458, being the first ship to complete unloading. She returned to Okinawa, every day during this period, except June 2nd, there being air raids.

From the 10th of June to the 1st of September 1945 the 784 was engaged in "milk runs" from the Philippines to Okinawa. In three trips to Okinawa she carried officers, men, vehicles and supplies of the 324th Airdrome Squadron, the 77th Infantry Division and the 90th Bomb Group (H), 5th AAF. On each trip to Okinawa there was enemy activity but no opportunity to fire on any enemy plane presented itself. As soon as the war had ended on 14 August 1945, the 784

found herself occupied in the roll-up movement of men and supplies from the Philippines to Japan. The first units carried were Counter-Intelligence Corps, Metropolitan Unit, No. 80, and men of the 196th Ordnance Company, seven officers and 84 men in all with 363 tons of gear, rations and vehicles.

The LST left Batangas, Philippine Islands on 6 September 1945, and anchored in Tokyo Bay on the 15th. After unloading on the 17th a 70-knot wind of typhoon intensity built up during the morning of the 18th and a number of small boats broke free and were wrecked, with one LST being driven into the sea wall. To hold the ship in position it was necessary to veer to 90 fathoms of chain, steam at anchor, and shift anchorage three times. The blow lasted all day. On the 20th she was underway for Manila. Loading six officers and 128 men of the 1896th Engineer Aviation Battalion on the 3rd of October 1945, with two officers and 70 men of the 166th Ordnance Tire Repair Company, she arrived at Tokyo Bay on the 19th and the next day she discharged her Army personnel. Both at Manila before departure and at Tokyo, officers and crew members with necessary "points" were being sent home for discharge, being replaced by new officers and crew members. On October 29th the 784 was ordered to Saipan and on arrival on 2 November 1945, was loaded with trucks, clothing and gear of the U. S. Marine Corps for Guam where she arrived on the 12th.

From Guam the 784 was prepared for the voyage home and departed on 16 November 1945, for San Francisco, via Pearl Harbor, arriving at the west coast port on 21 December 1945. Here, by 29 March 1946, her Coast Guard crew had been removed and replaced by Navy personnel.

The *LST-784* was awarded two battle stars for her service during World War II.

Photographs:

None available.

Sources:

LST files, Coast Guard Historian's Office.

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